WHAT IS CLAIMED IS:

1. A hydraulic actuation system, in particular for actuating a vehicle clutch, including a master cylinder unit, a slave cylinder unit, a hydraulic medium line connecting the two cylinder units, and a throttle valve for adjusting the flow resistance between the cylinders of the master cylinder unit and the slave cylinder unit.

2. The actuation system as recited in Claim 1,
wherein the throttle valve is actuated by an actuator controlled by a control unit that is connected to a sensor which detects the movement of a piston in at least one of the two cylinder units.

3. The actuation system as recited in Claim 2 for actuating a vehicle starting clutch,
wherein the sensor detects the movement of the piston of the master cylinder unit, and, if the piston speed exceeds a predefined value as the clutch engages, the control unit triggers the actuator in the direction of a reduction of the through-flow cross section.

4. The actuation system as recited in Claim 3,
wherein, if the piston reaches a predefined position and/or the piston speed exceeds a predefined value as the clutch engages, the control unit triggers an actuator for adjusting the output of an internal combustion engine of the vehicle in the direction of an output increase.

5. The actuation system as recited in Claim 3 or Claim 4,
wherein the control unit is connected to sensors for detecting the rotational speed of a vehicle wheel and/or a transmission ratio.

6. The actuation system as recited in Claim 1,
wherein a valve element of the throttle valve is movably mounted in a bore hole that extends roughly at right angles to a connector bore hole leading to the working chamber of one of the cylinder units, and is designed and works in conjunction with walls of the bore hole in such a way that it is moved in one or another direction into contact with a stop by a hydraulic

medium flow between the two cylinder units, a flow cross section made available by the valve element being reduced when it rests against the stop.

7. The actuation system as recited in Claim 6,
wherein the valve element as a whole is pipe-shaped, has an axial through-channel and is movably mounted in such a way that hydraulic medium flowing out of the corresponding working chamber flows through the through-channel, and hydraulic medium flowing into the corresponding working chamber moves the valve element so that its end face rests against a wall that encloses the bore hole, so that the through-channel is at least partially closed and the hydraulic medium flows through a radial opening in the wall of the through-channel.

8. The actuation system as recited in Claim 6 or Claim 7,
wherein the bore hole which bears the valve element is positioned in the housing of the corresponding cylinder unit and the pressure medium line is connected to the bore hole.

9. The actuation system as recited in one of Claims 6 through 8,
wherein the throttle valve is assigned to the master cylinder unit of a vehicle hydraulic clutch actuation system and reduces the flow cross section of a flow of hydraulic medium into the master cylinder.

10. A device for connecting a pipe-shaped hydraulic medium line to a connector on a housing, in particular in a hydraulic system as recited in one of Claims 1 through 9, the device including:
an insertion channel in a cylindrical attachment part of the housing for insertion of a pipe, an annular space being formed between the outside of the pipe and the inside of the insertion channel, this being delimited axially inward by a radial annular surface;
a locking element which is cylindrical as a whole and which is insertable into the insertion channel and which in its inserted state protrudes with its front end-section into the annular space and with its rear end-section lies outside the cylindrical attachment part;
at least one sealing ring which is positionable in the annular space between an end face of the locking element and the radial annular surface; and
a locking sleeve which is rotatable relative to the locking element and is rotatable from an

unlock position, in which the pipe is insertable through the locking sleeve and locking element beyond the annular surface of the attachment part and into the insertion channel, to a lock position in which the pipe is held axially against the attachment part by the locking element and/or locking sleeve.

11. The device as recited in Claim 10,
wherein the front end-section of the locking element in its inserted state extends back through the annular space of the cylindrical attachment part.

12. The device as recited in Claim 10 or Claim 11,
wherein the annular space has in the outward direction a radial holding surface against which a counter-surface on the end-section of the locking element rests.

13. The device as recited in one of Claims 10 through 12,
wherein the rear end side of the locking element has radially inward a radial stop surface against which a projection on the pipe rests.

14. The device as recited in Claim 13,
wherein the radial stop surface of the locking element delimits an annular space which overlaps the projection on the pipe.

15. The device as recited in Claim 13 or Claim 14,
wherein the projection is formed by an annular bulge on the pipe.

16. The device as recited in one of Claims 10 through 15,
wherein the locking element has at least two fingers located diametrically opposite one another which rest against the outside of the cylindrical attachment part and work in conjunction with fingers on the locking sleeve so that in the locking sleeve's lock position they are pressed into engagement with the outside of the cylindrical attachment part in a form-locking manner.